

The Genuine
'TANSAN'
Indispensable during the
warm weather.
INVIGORATING
STIMULATING
SOLE AGENTS
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1843.

The Celebrated
BLATZ BEER
OF MILWAUKEE, U.S.A.
\$23.00 per Cask of
10 Dozen Pints
SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

No. 12,654

號五十月十年三零百九千一英

HONGKONG, THURSDAY, OCTOBER 15, 1903.

日五廿月八年卯癸

PRICE, \$3.00 Per Month

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. STREKE & Co., 30, Cornhill, Gordon & Gorton, Ltd., 51, Cannon Street, E.C. 4. SAMUEL, DEACON & Co., 150 & 151, Leadenhall Street, E.C. 3. ROBERT WATSON, 150, Fleet Street, E.C. 4. MITCHELL & Co., 150, Fleet Street, E.C. 4. Snow Hill, Holborn Viaduct, E.C. 4. SELL'S ADVERTISING AGENCY LTD., 167, Fleet Street, E.C. 4.
PARIS AND EUROPE.—MAYENCE, FAYET & Co., 18 Rue de la Grange Batelière.
NEW YORK.—THE CHINESE EXPOSITOR, Office, 52, West 22nd Street.
SAN FRANCISCO and American Ports generally.—DEAN & BEATT, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORTON, Melbourne and Sydney.
CEYLON.—W. M. SMITH & Co., THE ADVERTISERS, C. Colombo.
BATAVIA.—H. M. VAN DOORP & Co. SINGAPORE, STRAITS, &c.—KELLY & WAHNE, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

Wanted.

WANTED AT ONCE.

AN Expert TYPEWRITER. Good Salary to an efficient Worker. Apply to THOMPSON, STOKES & MASTER, 8, Des Voeux Road, Central, Hongkong, October 14, 1903. 2109

SITUATION WANTED.

SURGEON WANTS A POST ON STEAMER. Apply to SURGEON, Chief of Messrs. RICHIE & Co., General Store Keepers, No. 39, Des Voeux Road, Hongkong, October 12, 1903. 2190
BRITISH NORTH BORNEO GOVERNMENT.
WANTED.

A CHINESE OVERSEER of Public Works in SANDAKAN, about 20 years of age, with experience, and able to do his own planning. Must speak and write English. Salary \$75 per month. House Allowance \$8 do. Horse Allowance \$10 do. Second-class Passage provided to Sandakan. A trial of a few months will be given and if not satisfactory return Passage paid. Apply to Messrs GIBB, LIVINGSTON & Co., Hongkong. Hongkong, September 3, 1903. 1825

Intimations.

DANCING.

PLEASE NOTE

MR DONALDSON (DANCER OF ROSEBURY DANCING ACADEMY) has begun to instruct the Residents of Hongkong and District that her Classes are now forming in the CITY HALL, and Beginners who wish to be able to Dance this Season, in time for the Scotch Ball, should enrol at once.
BEGINNER'S CLASS
Twice Weekly \$10 a month.
ADVANCED CLASS
Once a Week \$7 do.
CHILDREN'S CLASS
Once a Week \$4 do.
PRIVATE CLASSES or PUPILS may be arranged.
Pupils enrolled at the ROSEBURY DANCING ACADEMY, Co., Ltd.
Hongkong, October 14, 1903. 2118

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENTRANCE—A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1687.

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central.

Business Notices.

INNES' PATENT

METALLIC ZINC POWDER

SUPERIOR TO ZINC PLATES OR BALLS: EASILY APPLIED.

EFFECTUALLY STOPS CORROSION IN LAND OR MARINE BOILERS.

RECOMMENDED BY THE LEADING SUPERINTENDING ENGINEERS OF THE WORLD.

W. S. BAILEY & CO.,

SOLE AGENTS.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lousies.
Departures from Hongkong to Canton daily at about 7 a.m. and 10 a.m. (Sunday Excepted), and at about 6 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily (Sunday excepted), at about 8 a.m., 2 p.m., and 6.30 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA SEAMANSHIP COMPANY, LTD.

Canton-Wuchow Line.

s.s. NANNING, 669 tons, Captain R. D. Thomas.
s.s. SAIKAM, 533 tons, Captain B. Branch.
s.s. TAK HING, 618 tons, Captain T. A. Webster.
One of the above steamers leaves Canton for Wuchow, every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road, Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

FAIRALL & CO.

HAVE JUST RECEIVED A FURTHER SELECTION OF

NEW AUTUMN AND WINTER DRESS GOODS

PARISIENNE MILLINERY,

DROP ORNAMENTS,

DAY AND EVENING (AMERICAN) SHOES.

Hongkong, October 10, 1903. 3054

THOMAS P. HALL,

FOR many years Master in the Service of DOUGLAS STEAMSHIP COY., LTD., has the honour to inform the Shipping and Mercantile Community that he has this Day established himself as a MARINE SURVEYOR.
T. P. HALL,
1, Prince's Building, 3rd Floor.
Telephone 418.
Hongkong, August 24, 1903. 1647

榮 CHEE WING & CO., 致

28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.

STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 24, 1904. 1227

NOTICE.

OWING to the loss of a Bundle of our Signed Shroff's Receipts, we are issuing from this date, a fresh set of Receipt Forms PRINTED IN RED INK. Customers are requested to see that they get our new Red Receipt Forms when paying our bills and NOT to accept any Shroff's Receipts printed in Black.
KELLY & WALSH, LIMITED.
Hongkong, October 9, 1903. 2073

WILLIAM MACLEOD, D.D.S.,

DENTIST.

11 & 12, BEACONSFIELD ARCADE,
Hongkong, September 22, 1903. 1785

IKEJIRI COAL.

THE PUBLIC ARE HEREBY NOTIFIED that the Underigned are the SOLE AGENTS for the above mentioned Coal in this Colony.

MIDZUSHIMA & CO.
Hongkong, October 8, 1903. 2072

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Daggers', 'Demons', and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woolite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.
Asbestos Packings, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1903.

NEW STOCK OF

SHOOTING BOOTS.

WALKING BOOTS.

TWEED HATS AND CAPS.

RAINCOATS AND WATERPROOFS.

FOX'S PATENT SPIRAL PUTTIES.

&c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, September 1, 1903.

Cutler, Palmer & Co.,

(Fine Shippers to China since 1815),

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901.

SIEMSEN & CO.,

1887

CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

NOTICE OF REMOVAL.

Messrs. WATKINS, LD.

HAVE much pleasure in informing their friends that, in consequence of their increasing business, they have ERECTED more commodious premises in a more central position, namely General Post Office.

On and after OCTOBER 4th, 1903, their new address will be 31, QUEEN'S ROAD CENTRAL, Hongkong, where all letters and communications are to be addressed, and all orders sent.

They desire to take this opportunity of thanking their friends for the confidence reposed in them in the past, and to assure them that every effort will be made to deserve a continuance of their custom and support in the future.

ONLY FULL QUALIFIED ENGLISH CHEMISTS EMPLOYED.

MESSRS. WATKINS, LIMITED,

CHEMISTS, DRUGGISTS,
MINERAL WATER MANUFACTURERS.

ADJOINING HALL, WATKINS BUILDING,
31, QUEEN'S ROAD CENTRAL, HONGKONG.

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.

CONNAGHT HOTEL, Rooms 4 and 5.
Hongkong, September 14, 1903. 1904

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong, June 10, 1902. 1223

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Various Stoneware, Drain Pipes and Fittings, Gas and

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY

(in Square Bottles).

One of the Oldest and Best-known Whiskies in the Colony.

FINE OLD CLAYMORE WHISKY.

FINEST OLD SCOTCH WHISKY.

Specialty bottled for us by James & Co.

LOCHABER SCOTCH WHISKY.

A very fine Blend, Matured and Mellow.

THE VICTORIA DISPENSARY,

QUEEN'S ROAD.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT.

WELL FURNISHED THROUGHOUT.

BEST QUALITY PROVISIONS AND LIQUORS.

EUROPEAN CHIEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE.

The Peak Hotel

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 23.

Telegraphic Address: 'PEACEFUL' Town Office, DUNDRELL STREET.

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Luncheon Service for Guests.

For Terms, apply

THE MANAGER.

W. BREWER & CO.

CHRISTMAS AND NEW YEAR CARDS BY THE HOURS.

CHINESE RICE PAPER—JAPANESE HAND-PAINTED.

Our selection of Cards suitable for Printing on, and in many Cases for adding a Photograph, is also superior to any previous year.

COMIC POST CARDS.

NEW STOCK OF LATEST NOVELS.

LETTERS, DIARIES, CALENDARS, &c.

A Book for the Globetrotter, from Hongkong to Canton; with Maps and Illustrations, by C. V. Lloyd.

JUST ARRIVED.

SPICED ANCHOVIES PER KEG, 150

MILCHNER HERRINGS „ 3.75

A LMON BELLIES PER KIT, 4.25

SHORE MACKREL „ 6.25

ANGLO-AMERICAN STORES,

1 & 3, Wellington St., Hongkong;

63 & 64, Elgin Road, Kowloon.

WATERMAN'S FOUNTAIN PEN... PERMANENT FOUNTAIN PEN.

CRICKET AND TENNIS GOODS (NEW STOCK).

GENTLEMEN'S BOOTS & SHOES, BLACK & BROWN, ENGLISH MAKE.

COOLALTA WINES.

FROM THE CELEBRATED COOLALTA VINEYARDS,

NEW SOUTH WALES.

These excellent Wines are strongly recommended to Invalids.

BURGUNDY, Extra quality.

CLARET, Full body, excellent flavor.

Caldbeck, Macgregor & Co.,

SOLE AGENTS.

Hongkong, October 1, 1903.

THURSDAY, OCTOBER 15, 1903.

LATE TELEGRAMS.

The Indian Factories Act.

The following communication has been issued by the Government of India: A statement issued by the Government of India on 14th September, that the Government of India contemplate an early amendment of the Indian Factories Act 1881 with the object of limiting the time during which operatives may be employed in factories to 48 hours a week, or 11 hours a day, one hour's interval being allowed daily for meals. The Government of India contemplate no such measure at the present moment without the slightest foundation.

Fire on a Steamer.

The Natal Line steamer *Undine* was ablaze in the Hooghly yesterday when a fire broke out in the coal bunkers. The fire was extinguished by the steamer, but the same day another fire broke out in the hold, and is still blazing. The steamer has been removed from her moorings. September 27.—Up to late yesterday the fire on the steamer *Undine* was smouldering. The P. & O. authorities have decided to open out hatches and remove the burnt cargo after which the steamer will be taken to the Kidderpore docks, to be refitted and will proceed to sea.

Obituary.

Calcutta, September 28.—Dr. Wallace, Editor of the *Indian Medical Record*, and President of the Imperial Anglo-Indian Association, died last night, aged 47.

The Macedonian Revolt.

London, September 26.—The Sultan has appointed a Macedonian Commission consisting of one Muslim and four Christians, besides Hilmi Pasha as President.

Later.—Replying to a letter from the Archbishop of Canterbury, Mr. Balfour says that while the revolutionaries have been successful in their efforts to increase the feeling of the Christians, the Christians have been successful in their efforts to increase the feeling of the Muslims. The revolutionaries have been successful in their efforts to increase the feeling of the Christians, the Christians have been successful in their efforts to increase the feeling of the Muslims. The revolutionaries have been successful in their efforts to increase the feeling of the Christians, the Christians have been successful in their efforts to increase the feeling of the Muslims.

September 27.—The Macedonian Commission has arranged an imposing procession at Sofia to-day, with black banners bearing portraits of the fallen leaders. The Sultan has recently received the survivors by an order recognizing their nationality in Turkey. The question has been pending for nine years. Snow is already falling in the higher mountains of Macedonia, where thousands of homeless villages have taken refuge.

Later.—Although the official reports prevail among officials at Constantinople, in the hands of a direct understanding between Turkey and Bulgaria, the Porte continues its preparations. Sixty-four battalions are mobilizing in Asia Minor, of which thirty-two proceed to Salonika and the remainder to Adrianople. Emperor Francis Joseph exchanged cordial words at luncheon yesterday, emphasizing the accord of their views in the Balkans and hoping their joint efforts would contribute to the maintenance of general peace.

The Porte, replying to the Austro-Russian Memorandum, declares that its views on the Macedonian situation are identical with those of the Powers, and promises to make every effort to execute the reforms.

Calcutta, September 26.—The London correspondent of the *Indian Daily Telegraph* cables that public indignation at the bloodshed in Macedonia is growing in volume day by day. Numerous meetings of protest are being held in England, at which the intervention of the Powers is eagerly demanded.

MACAO HOTEL.

(LATE HING KEE HOTEL). THIS FAVORITE AND LONG-ESTABLISHED HOTEL is situated on the SEA FRONT commanding a magnificent view of the Harbour and adjacent islands and is open to the Cool Southerly Breezes in Summer. The BEDROOMS are large, cool, airy, well ventilated and handsomely furnished. The Cuisine is excellent and under direct EUROPEAN Supervision. P.O.N.C. Boating or Shooting Parties catered for. A Commodious and comfortable Steamboat House, Deck with sleeping accommodation for 100 persons and every convenience is provided for the use of Visitors, at reasonable rates. A MILITARY BAND plays in the Gardens close to the Hotel three times a Week. See B.things. Steamers to and from Macao every MORNING and AFTERNOON. WM. FARMER, Proprietor and Manager. Hongkong, July 24, 1903. 1145

RIGAUD'S White Violet EXTRACT

This fugitive and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & CO.
10,000 White Violets
PARIS

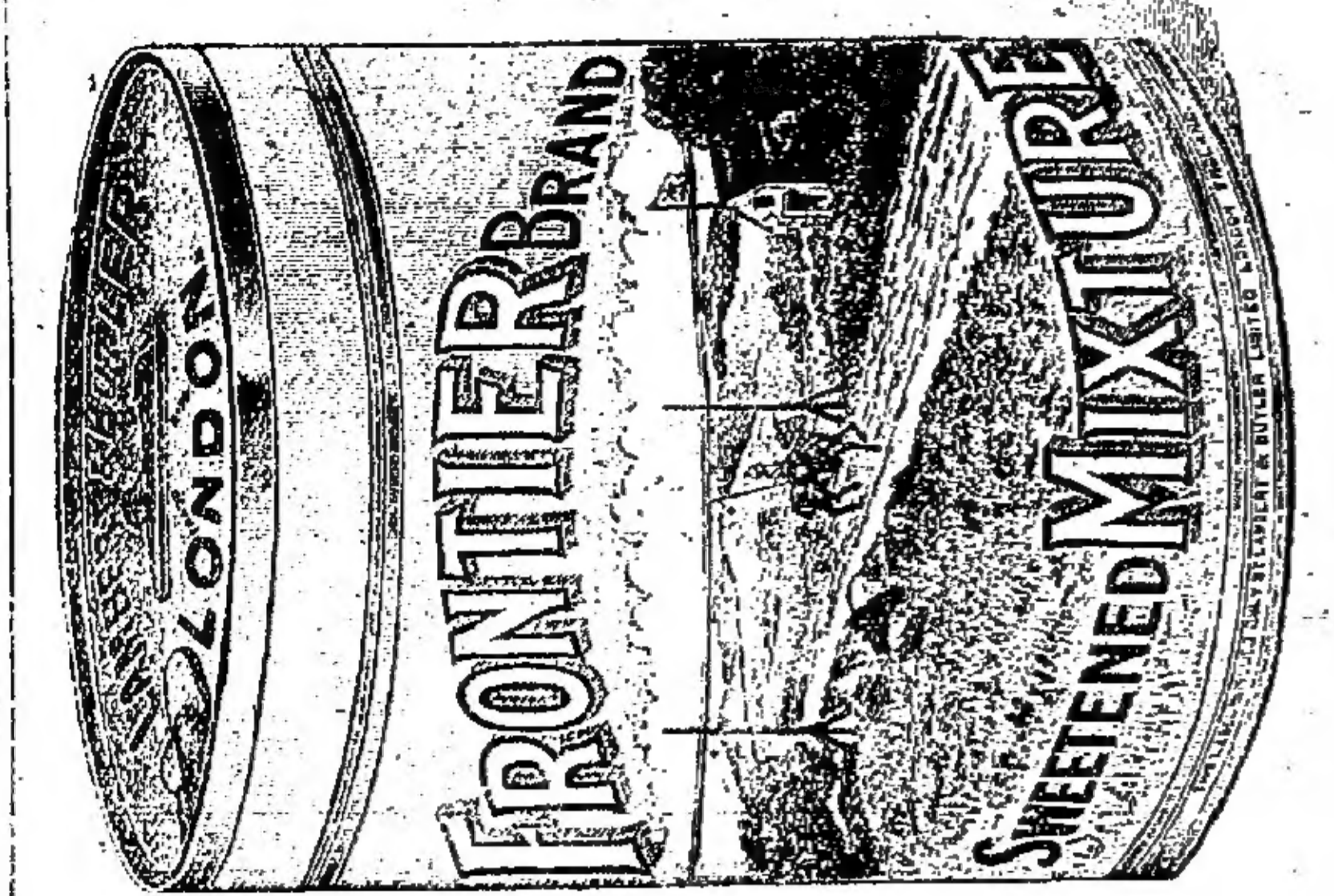
THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES. Apply to— SHEWAN, TOMES & CO., General Managers.

1814



KELLY & WALSH, LTD.

Reflections of Ambrosio, by Ellen Glynn... 1.75
A Two-fold Inheritance, by Guy Boothby... 1.75
The Red Triangle, by Arthur Morrison... 1.75
The Spun of Lady Patricia, by W. H. F. Trotter... 1.75
The Temple of Power, by S. K. Hocking... 1.75
The Story of the Convent, by George Griffith... 1.75
The Black Mink, by E. W. Hornung... 1.75
The Sheep-Stealers, by Violet Jacob... 1.75
The Infatuation of the Countess, by Percy White... 1.75
The World of the Past, by James Lane Allen... 1.75
The Black Mink, by E. W. Hornung... 1.75
The Sheep-Stealers, by Violet Jacob... 1.75
The Infatuation of the Countess, by Percy White... 1.75
The World of the Past, by James Lane Allen... 1.75
The Black Mink, by E. W. Hornung... 1.75
The Sheep-Stealers, by Violet Jacob... 1.75
The Infatuation of the Countess, by Percy White... 1.75
The World of the Past, by James Lane Allen... 1.75

MR. W. C. JACK.

Member of the Institute of Naval Architects. Assistant Manager at Kowloon Dock. HAS the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. C. WILKS & CO.,

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors. Collisions and Damages Surveyed for Insurance Companies. SHIP'S RECORDS AND SPECIFICATIONS REGISTERED. Telegraphic Address: MARINEWORK, HONGKONG. Codes use A. L. and A.D.C. 4th and 5th Editions. Hongkong, March 24, 1903. 648

MINERAL ASSAYS & ANALYSES.

THE YANKEE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared in order to assist in the Mineral Development of China, to carry out work of all descriptions. Quantitative work of all descriptions. To analyze and to classify minerals for Mine owners and others. Mines as well as Minerals of Economic value purchased and consultations arranged by appointment. Terms moderate. Address: THE LABORATORY, 49, Szechuen Road. Cable Address: "YANGTSE," Shanghai. 5th October 1901. 726

POHOOMULL BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG. HAVE always on hand an enormous Stock of Indian, Chinese and Japanese SILKS and GOODS made there of suitable for Ladies and Gentlemen; Cashmere Shawls; Oriental and Egyptian embroideries; Rugs; Persian and Indian Carpets; Jewellery; Maltese Lace Articles; Grass Cloth Embroidered Goods. Also Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoiseshell, &c., &c., &c. Quality will speak for itself. Very moderate Prices. Hongkong, April 1, 1903. 721

KWONG WO.

COAL MERCHANTS. No. 17, CHIU LOONG STREET, (NEAR MARKET LANE, CANTON) & Co. HONGKONG. CHINA. Hongkong, August 14, 1902. 1254

JAVA-CHINA-JAPAN

REGULAR STRAITS LINE from JAVA to CHINA and JAPAN, and BACK. THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUNDRELL STREET. R. HISSCHOP, General Agent. Hongkong, October 6, 1903. 2056

OCCIDENTAL HOTEL.

Elgin Road, KOWLOON. 35 BEDROOMS, Excellent Furniture. DINING ROOM and CUISINE under strict Supervision. European and American Wines, Spirits and Beers. English, American, and Manila Newspapers on file. Terms, \$1.00 to \$7.00 per day; \$75 to \$120 per Month. JAS. D. M. CAMERON, Manager. Hongkong, August 24, 1903. 978

CHAS. J. GAUFF & Co.

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silvermiths. NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS and TELESCOPES. RICHARD'S LIQUID and OTHER COMPASS. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. CHRISTIE & CO.'S ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY in great variety. DIAMONDS and DIAMOND JEWELLERY. Splendid Collection of the Latest LONDON PATTERNS, very moderate prices. 473

WEEKLY NEWS FOR HOME.

The Overland China Mail Under European Supervision. Published to suit the Departure of each English and French Mail Steamer to Europe. FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage). "CHINA MAIL" OFFICE, 5 WYHAM STREET, HONGKONG.

The Overland China Mail

Under European Supervision. Published to suit the Departure of each English and French Mail Steamer to Europe. FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage). "CHINA MAIL" OFFICE, 5 WYHAM STREET, HONGKONG.

Hotels.

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET,
M. MOORE,
Proprietor.

THE WAVERLEY HOTEL.

108 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES by the DAY or MONTH. Hongkong, December 18, 1902. 2639

HOTEL CRAIGIEBURN.

PIANCKETS GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56. For Terms, Apply to the MANAGER. 741

Dentistry.

S. IEN TING, Surgeon Dentist, No. 14, D'ARLAN STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1903. 628

DENTISTRY.

SUI SANG, Late Practising with Dr. L. SAKATA, DENTIST, Corner of Road, near Blaise Pier. Hongkong, December 1902. 628

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE—Marine—Typhoon—Accident (Special Conditions)—Fidelity Guarantees—Plate Glass. Policies issued at current rates. W. H. T. DAVIS, Manager. Office hours, 10 a.m. to 4 p.m. Saturdays, 10 a.m. to 12 p.m. 457

EAST PRAYA RELAXATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT, THE MARINE LOT-HOLDERS BY SIR PAUL CHATEL. The Full Details Printed in Pamphlet Form NOW READY. Copies may be had at "THE CHINA MAIL" Office. Price 50 Cents each.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

PRINTING.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacritty	despatch-boat	1700	—	3900	Comdr. O. de B. Book	Singapore
Albion	battleship, 1st class	12,550	16	13,500	Captain R. H. M. Jorran	Wohaiwei
Algeria	ship	11,000	16	18,000	Comdr. R. M. Nugent	Hongkong
Amphibolia	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Hongkong
Blenheim	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Wohaiwei
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. T. D. Pratt	Wohaiwei
Britannia	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tabor	Mira Bay
Cressy	gunboat, 1st class	350	—	—	Captain Robert H. S. Stokes	Hongkong
Cherub	water tank and tug	5600	11	9600	Comdr. Ernest Barton	Wohaiwei
Chloris	cruiser, 2nd class	1970	10	1400	Comdr. P. V. Lawes, D.S.O.	Singapore
Exigile	ship	380	4	6700	Captain W. A. Carter	Wohaiwei
Fam-	torpedo boat destroyer	1580	12	3500	Lieut.-Com. H. L. Wells	Singapore
Farollos	cruiser, 3rd class	12,550	16	13,500	Comdr. J. D. Dainton	Wohaiwei
Farollos	battleship, 1st class	12,550	16	13,500	Lieut.-Com. G. B. Powell	Wohaiwei
Glory	torpedo boat destroyer	275	6	4000	Comdr. G. W. M. Plenderleath	Wohaiwei
Handy	torpedo boat destroyer	275	6	4000	Captain R. F. Foote, C.M.G.	Wohaiwei
Hari	storeship	1640	—	800	Comdr. G. O. W. M. Plenderleath	Wohaiwei
Humber	torpedo boat destroyer	280	6	3900	Captain R. F. Foote, C.M.G.	Wohaiwei
Janus	river gunboat	14,100	2	890	Lieut.-Com. J. A. Wilkinson	Wohaiwei
Kinsha	cruiser, 1st class	180	2	1400	Capt. J. A. Wilkinson	Wohaiwei
Leviathan	ship	980	10	1400	Capt. J. A. Wilkinson	Wohaiwei
Moorthin	battleship, 1st class	12,550	16	13,500	Capt. J. A. Wilkinson	Wohaiwei
Mutine	torpedo boat destroyer	350	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Ocean	ship	1015	6	630	Capt. J. A. Wilkinson	Wohaiwei
Otter	surveying-vessel	990	10	1400	Capt. J. A. Wilkinson	Wohaiwei
Phoenix	river gunboat	85	2	240	Capt. J. A. Wilkinson	Wohaiwei
Rambler	ship	369	8	240	Capt. J. A. Wilkinson	Wohaiwei
Ramoth	cruiser, 2nd class	85	2	240	Capt. J. A. Wilkinson	Wohaiwei
Robin	river gunboat	85	2	240	Capt. J. A. Wilkinson	Wohaiwei
Rosario	ship	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Sandpiper	cruiser, 2nd class	369	8	240	Capt. J. A. Wilkinson	Wohaiwei
Sirius	river gunboat	85	2	240	Capt. J. A. Wilkinson	Wohaiwei
Sparco	torpedo boat destroyer	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Sparco Whark	torpedo boat destroyer	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Taku	cruiser, 2nd class	5000	11	9600	Capt. J. A. Wilkinson	Wohaiwei
Talbot	receiving ship	4650	6	800	Capt. J. A. Wilkinson	Wohaiwei
Tamar	river gunboat	2400	8	9910	Capt. J. A. Wilkinson	Wohaiwei
Teal	cruiser, 2nd class	383	3	200	Capt. J. A. Wilkinson	Wohaiwei
Thetis	torpedo boat destroyer	12,550	16	13,500	Capt. J. A. Wilkinson	Wohaiwei
Tweed	ship	880	10	1400	Capt. J. A. Wilkinson	Wohaiwei
Vengeance	torpedo boat destroyer	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Vestal	ship	380	6	5990	Capt. J. A. Wilkinson	Wohaiwei
Virago	torpedo boat destroyer	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Waterwitch	surveying ship	380	6	5990	Capt. J. A. Wilkinson	Wohaiwei
Whiting	torpedo boat destroyer	355	6	6300	Capt. J. A. Wilkinson	Wohaiwei
Woodcock	river gunboat	150	2	560	Capt. J. A. Wilkinson	Wohaiwei
Woodlark	river gunboat	150	2	560	Capt. J. A. Wilkinson	Wohaiwei

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.O.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Acheron	French gunboat	2798	—	—	Captain Lafere	Saigon
Albatross	French gunboat	300	—	—	Lieut. Varney	Shanghai
Angus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	475	—	—	Commander Journet	Saigon
Avalanche	French gunboat	580	—	—	Lieut. Heron	Hai Phong
Bengali	French cruiser	3740	29	3000	Capt. Lafere	Shanghai
Bugeaud	French cruiser	8018	18	—	Captain de Pampelonne	Yokohama
Chateaufort	French gunboat	525	—	—	Commander Louch	Singapore
Comete	French gunboat	680	—	—	Commander Guthrie	Hongkong
Courbet	French gunboat	1250	6	2200	Capt. Le Gollou	Holow
Koursant	French gunboat	470	—	—	Capt. Bono	Saigon
Lion	French cruiser	9703	12	19,500	Capt. Bonifay	Taka
Montcalm	French gunboat	4015	27	3500	Capt. Hurst	Yongtse
Oly	French cruiser	3437	8	3971	Captain Scott	Shanghai
Pascal	French cruiser	1763	10	—	Capt. Vincent	Saigon
Redoubtable	French cruiser	629	2	900	Captain Thomas	Yongtse
Slyx	French gunboat	—	—	—	Lieut. Gailard	Saigon
Surprise	French gunboat	—	—	—	Captain Blondel	Yongtse
Takou	French destroyer	—	—	—	Lieut. Gailard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Alger Bay
Vigilant	French gunboat	—	—	—	Lieut. Carol	Canton
Viper	French gunboat	409	4	441	Comdr. Villeneuve	Saigon
Bussard	German cruiser	1857	15	2900	Comdr. Huss	Kantschow
Friedrich Bismarck	German flagship	11,000	36	13,000	Captain Friedrich	Amoy
Goeben	German cruiser	1776	15	2900	Capt. Wichmann	Shanghai
Hansa	German cruiser	6000	34	10,000	Capt. van Someren	Kobe
Hertha	German cruiser	6000	37	10,000	Capt. Ingouch	Shanghai
Itia	German gunboat	1000	10	1300	Comdr. Commander Platon	Swatow
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	359	10	—	Comdr. Kromer	Amoy
Seeadler	German cruiser	1840	15	2600	Comdr. Hoffman	Nanking
Tiger	German gunboat	900	10	1300	Comdr. Schrades	Foochow
Vorwarts	German gunboat	—	—	—	Lieut. Comdr. von Weise	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Calabria	Italian cruiser	2442	19	4150	—	Nagasaki
Piemonte	Italian cruiser	2427	34	12,000	Captain Armona	Shanghai
Vesuvio	Italian cruiser	4500	24	6820	Captain Zevi	Shanghai
Du	Portuguese gunboat	739	—	—	Captain Diogo de Sa	Macao
Zafiro	Portuguese gunboat	690	—	—	Capt. E. J. Barbosa Leal	Macao
Albatross	Russian gunboat	810	6	730	Comdr. Guineta	Vladivostok
Amur	Russian cruiser	2900	5	4700	Comdr. Gramatchikoff	Port Arthur
Akool	Russian cruiser	6900	27	—	Capt. Reitzenscheit	Kobe
Bayarin	Russian cruiser	3200	6	—	Comdr. Erjckowitch	Port Arthur
Bogoy	Russian gunboat	1050	8	1160	—	Shanghai
Bogoy	Russian cruiser	6640	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	—	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yonich	Port Arthur
Grenichelsky	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Groubob	Russian gunboat	12,364	44	14,500	Captain Jesso	Nagasaki
Gullak	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Korset	Russian gunboat	1213	7	1530	Comdr. Norakowsky	Shanghai
Mangjoun	Russian gunboat	1224	7	1400	Commander Muraviof	Shanghai
Marjoun	Russian gunboat	1490	6	2000	Comdr. Vasilief	Port Arthur
Pallada	Russian cruiser	6731	12	—	—	Port Arthur
Peresviet	Russian battleship	12,674	15	14,500	Captain Korolef	Nagasaki
Petrofaworsk	Russian battleship	10,980	16	10,600	Captain Jakowlef	Port Arthur
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatarzansky	Port Arthur
Pollava	Russian battleship	10,980	16	10,600	Captain Osierof	Port Arthur
Rashovny	Russian cruiser	1354	10	1786	Comdr. Liven	Kwangchow
Retwizna	Russian battleship	12,902	16	15,000	—	Port Arthur
Rosia	Russian protected cruiser	12,902	16	15,000	Captain Spelrennips	Vladivostok
Rurik	Russian protected cruiser	10,983	26	13,200	Capt. Serebrennikoff	Messape
Sengstapoli	Russian battleship	10,983	26	13,200	Captain Serebrennikoff	Nagasaki
Silazh	Russian gunboat	350	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sirooth	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	1050	27	20,000	Capt. Bahr	Port Arthur
Vesouk	Russian gunboat	500	9	3500	Comdr. Zagorsky-Klassof	Port Arthur
Zabyska	Russian cruiser	1280	16	1194	Comdr. Abranoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Nagasaki
Caliso	U. S. cruiser	235	—	—	Lieut. E. A. Anderson	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Macon	Chefoo
Dan Juan de Austria	U. S. gunboat	438	—	1600	Captain Howman	Shanghai
Elcano	U. S. gunboat	340	—	—	Lieut. Comdr. J. Root	Shanghai
Holena	U. S. gunboat	1339	8	1968	Comdr. Staunton	Shanghai
*Kentucky	U. S. flagship	11,500	41	10,000	Captain L. M. Barry	Nagasaki
Monadnock	U. S. monitor	8890	6	3000	Captain Mahan	Shanghai
Monocacy	U. S. monitor	1370	6	650	Comdr. Denfold	Taka
Monterey	U. S. monitor	4084	4	5244	Comdr. W. H. Beecher	Shanghai
New Orleans	U. S. cruiser	10,584	20	—	Commander Blockinger	Shanghai
Oregon	U. S. cruiser	3213	15	—	Captain Burwell	Nagasaki
Raleigh	U. S. cruiser	1000	13	1118	Captain Nazco	Shanghai
Vicksburg	U. S. gunboat	400	—	—	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	1297	9	1894	Lieut. L. O. Bertoletti	Shanghai
	U. S. gunboat	—	—	—	Commander O. K. Harris	Shanghai

ESTABLISHED 1859.

CHEE & CO

利廣

Temporary Store,

1st Floor,

12, QUEEN'S ROAD.

(above Messrs H. Price & Co.)

Furniture

Dealers.

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE.

ELECTRO-PLATED,

GLASS and

CHINA WARES.

ASTEUR'S MICROBE-

PROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH

TOWELS and

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

WM. POWELL,

LIMITED.

DRAPERS

Arrival of our

SECOND-

SHIPMENT

OF

CHOICE

GOODS

The very latest in Winter

Jackets, Opera Cloaks,

Lace Berthas, Stoles,

Rich Fur, Dress Nets,

and Chiffons.

NEW

GLACE.

SILK.

Warranted not to crack

or split.

BOYS' AND

GIRLS' BOOTS

Lawn Mowers, Garden

Syringes Household Utensils of every description.

TRADE MARK.

TELEPHONE NO. 135.

'D. C. L.'

OLD TOM

and

DRY GINS

\$3.00 per dozen

The best Gin on

the Market, its

purity defies

Competition.

SOLE AGENTS,

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auction.

3 p.m.—Auction of Valuable Leasehold

Property at Messrs Hughes & Hough's

Sale Rooms.

General Memoranda.

SATURDAY, October 17—

9 p.m.—Fronchide Concert at the

Volunteer Parade Ground.

SUNDAY, October 18—

Goods per *Burns* not cleared at 4 p.m.

on this date subject to rent.

MONDAY, October 19—

3 p.m.—Auction of Crown Lands at the

Public Works Department's Office.

Goods per *Artemis* undelivered after

this date subject to rent.

TUESDAY, October 20—

10 p.m.—Meeting of Emergency of

Volunteer Mark Lodge.

Goods per *Bonifolia* undelivered after

this date subject to rent.

WEDNESDAY, October 21—

9 p.m.—Meeting of Victoria Chapter.

Goods per *Murphy* undelivered after this

date subject to rent.

THURSDAY, October 22—

Noon—Meeting of Shareholders of the

Canlon Insurance Office Ltd., at the

Office.

FRIDAY, October 23—

Noon—Meeting of Humphreys' Estate

and Finance Co., Ltd., at the Com-

pany's Office.

WATSON'S

TOILET PREPARATIONS.

WATSON'S GLYCERINE

AND CARBOLIC SOAPS

Effect a saving of 50% owing to the large

size of the tablets. They are made of the

purest ingredients and are elegantly put

up. Our Carbolic Soap is the best

thing of its kind in the market.

WATSON'S TAI

YUEK FONG

HAIR WASH

Prepared from a recipe of the late Dr

Ayres, continues to give much satisfaction

to those who use it.

WATSON'S

ORIENTAL

DENTIFRICE

In the early days of the Colony the public

used no other. Liquid dentifrices do not

keep the teeth white and clean. We recom-

mend the above preparation to all, and

especially to those who are heavy smokers.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

Established A.D. 1841.

October 20, 1903.

The publication of this issue commenced

on 1st January 1859.

The China Mail.

HONGKONG, THURSDAY, OCTOBER 15, 1903.

THREE days ago, we referred to Mr

Alleyne Ireland's articles on Sunkwa

and British North Borneo, and in deal-

ing with the administration of that ter-

ritory we said, in passing, 'Hongkong,

though not quite a failure, has suffered

and public money has been squandered

through too much control from London

and a lack of continuity in local adminis-

tration, not only in the Governorship

but in the heads of departments.' In

another column will be found Mr Ire-

land's article on Hongkong, published in

The Times, and there, it will be seen,

he deals with the subject, and attributes

to this evil—for it is undoubtedly an evil—much of the mal-administration

of affairs in Hongkong. Where the af-

airs of a Colony are administered from

a distance, as in the case of Hongkong,

it is above all things necessary, says Mr

Ireland, 'that the officials should be

capable administrators, men of broad

views and a tolerant habit of mind; and

from the peculiar difficulty of control-

ling a large Chinese population, there is

special need in Hongkong of a fixed

policy and of permanent tenure of office

for those charged with its fulfilment.

In these respects, Hongkong has been,

from the first, most unfortunate. Here,

Mr Ireland lays his finger

on the most outstanding defect

in the local administration. It is

so obvious that when there is added to

it the fact that many of the officials are

either incompetent or take absolutely

no interest in their work, one need not

be astonished at the sins of omission

and commission which characterize

official life in the Colony. During his

four months' stay in Hongkong, Mr

Ireland spent most of his time with

men in the Government service, and

with every desire, therefore, to take a

lenient view of them, yet he is com-

strained to write: 'I wish to disclaim

any intention of making a personal at-

tack upon any official, and no one who

has spent four months, as I recently

did, in the colony could fail to be im-

pressed, as I was, with the fact that in

the senior as well as in the junior ranks

of the service there are a few men of

the highest ability and usefulness, nor

could he fail to notice that such men

were few and not many.' In other

words, to put the matter bluntly, the

Colony is badly served by its civil

service. This may be due to what is

vaguely termed 'the system,' but most

business men will agree that if the

affairs of the Colony were to be con-

ducted on the lines of an ordinary com-

mercial concern, one of the first

reforms to be put in force would be

the reconstruction of the staff and the

replacement of the drones and 'dead-

heads' by live men who would not be

content to discharge their duties

perfunctorily between spells of holiday.

If there were at the head of affairs an

unfettered man of ability, the official

life of the incompetent and careless

Jack-in-office would be of the briefest,

and the Colony, already prosperous,

would grow and prosper even more

than it has done in the past. 'The

system,' of course, is accountable for

much. A system in which industries

merit gets no more reward than

inherent incompetence is obviously a

bad one; but so far as we can see there

is less prospect of reform in the Colonial

Office than in the War Department

because so much depends on the per-

sonal element, and, unless there is

some flagrant case of mal-adminis-

tration to focus public attention on the

LOCAL AND GENERAL.

Australian Horses.

Messrs Butterfield and Swire's steam-

er *Taiwan*, which sailed for Shanghai

yesterday, took thirty-two Australian horses

for the lazar there. The horses were

brought to Hongkong by the *Taiwan*, and

amongst them were some fine looking

animals.

Breaking and Entering.

When charged at the Magistracy with

breaking and entering a store at Sai Wo

Lane on the 15th inst, with intent to com-

mit a felony, Chan Kuan said that he

troughed the lock and it fell off. Mr T.

Sercombe Smith sentenced him to three

months' imprisonment.

Lord Curzon.

It is understood that the Viceroy of

India during his coming visit to the Persian

Gulf will hold a great Durbar and address

the Sheikhs on the British policy in Persia.

Sir Arthur Hardinge is in consultation

with the local political officers and is

arranging the details.

Malignantly Wounding.

Leung Pui, who was remanded last

week on a charge of maliciously wounding

Cheng Hui and Chan Chan on October 7,

was again before Mr J. H. Kemp at the

Magistry today. One of the com-

plainings, viz, that he remanded, were

attacked by assault and two others, had

a finger chopped off and the other was seve-

rely wounded on the arm. His Worship

sentenced the accused to six months' im-

prisonment.

Curious News from Behar.

A Behar correspondent writes to the

Englishman that of these curious news

of underground excitement is at present

passing through Behar. It is said order-

have been given, but by whom it is not

known, that soldiers shall not look on their

fathers or fathers-in-law for two and

half days. It is said that Hindus only and

supposed to have been from west. Business

has been very seriously hampered as many

thousand persons have left their villages.

The Treatment of Sewage.

The experience of bacteriologically

treating the night-soil at Kanatte, on the

lines suggested by Mr P. A. Cooper,

Director of Public Works, has been going

on for about a month (says *The Times* of

Canton). Dr. Phipps, who is superintend-

ing the process, is yet unable to say any-

thing about the results. There are two

septic tanks employed, with a filtering

process by which the effluent is converted

TELEGRAMS.

THE CHANCELLOR OF THE EXCHEQUER AT BIRMINGHAM.

Mr. Austen Chamberlain's speaking in Birmingham said that the Government would not dissolve until the lessons of the War Commission Report had been applied and the War Office re-organized. He fore-shadowed a reduction of the income tax.

RUSSIA AND JAPAN.

The Japanese Minister has received an official telegram indicating that there is no need whatever for alarm. It is believed that this message was sent because the alarming rumours circulating in Europe have reached Japan.

THE TZAR'S VISIT TO ROME.

It is generally felt that the Tzar's postponement of his visit to Rome is due to the situation in the East and not to the fear of Socialist demonstrations.

THE EVACUATION OF MANCHURIA.

There are no signs of evacuation at Newchwang. Two Russian warships having died of plague, Chinese troops have been stationed at the gates. The expedition to Newchwang, Ling, is still at Chingchow, according to native reports.

THE NEGOTIATIONS BETWEEN RUSSIA AND JAPAN.

The negotiations between Russia and Japan are proceeding at Tokio, but the details are kept absolutely secret.

THE PROPOSED OPENING OF WUJIA.

Mr. Parfitt, replying to Chinese proposals to open Wujia and close Yen-Angho, has objected to the entire absence of trade prospects as Wujia is compared with Piyung-yang, while farther, the unsettled state of Manchuria rendered the opening of Wujia dangerous.

DOUBT IN JAPAN.

It is not known where the Japanese Standing Squadron now is, but it is believed it left Sasebo yesterday for Hakata Bay.

To-day's Tokyo report states that negotiations are not proceeding quite satisfactorily. There has been no meeting since Friday. Baron Rosen is awaiting instructions from Viceroy Alexieff.

JAPANESE ACTIVITY IN COREA.

It is generally asserted, but as yet unofficially confirmed, that Japan has obtained a concession for the Seoul-Kai-sung section of the Seoul-Wiju railway, and also for the Masampo branch.

THE NEGOTIATIONS.

The statement published on the 5th inst. in London, to the effect that Russia has proposed to Japan to partition Korea, is baseless.

THE DISCORD IN MACEDONIA.

It is understood that the resolve of Austria and Russia to control and supervise the execution of reforms in Macedonia is largely due to the strong representations of Lord Lansdowne, whose suggestions completed the nomination of a Christian Governor of Macedonia, independent of the Sultan, the appointment of foreign officers with the Turkish troops in Macedonia, the relief of the distressed and the reconstruction of their villages by an international consular commission.

PATCHING UP THE GOVERNMENT.

Mr. Pery has been appointed Under-Secretary for Foreign Affairs, in succession to the present Marquis of Salisbury. Mr. Victor C. W. Cavendish becomes Financial Secretary to the Treasury.

Kitchen's Carriage Upsets.

A single telegram, dated October 1, says that Lord Kitchen's carriage and pair with a native driver went over the head of a falling nearly fifty feet. The driver and one horse were killed upon the spot, while the second horse was injured and the carriage smashed to pieces.

SHE SAYS SHE MARRIED HER HUSBAND TO REFORM HIM.

"Of what?" "Of the idea that he couldn't live without her."

HER "ARE YOU FOND OF FICTION, DARLING?"

She: "Yes, dearest; but don't tell me I am the only girl you have ever loved."

Temperature.

HONGKONG, October 15, 1903.	
Barometer—9 A.M.	30.02
Do. 1 P.M.	29.96
Do. 4 P.M.	29.94
Thermometer—9 A.M.	78
Do. 1 P.M.	79
Do. 4 P.M.	79
Do. (Wet bulb) 9 A.M.	70
Do. Do. 1 P.M.	71
Do. Do. 4 P.M.	71
Do. Maximum	79
Do. Minimum	70

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour, Mr. A. G. Wigg, P. M. J. Judge.)

Thursday, October 15.

A BILL FOR MEALS.

Messrs. Donahoe and Co. Managers of the King Edward Hotel, brought an action against Mr. J. T. de Souza to recover \$230.13, being balance due for meals supplied on board the *Kinsland* to the defendant's order.

Mr. John Hayes (of Messrs. Johnson, Stokes and Masters) appeared for the plaintiff, while defendant was unrepresented.

In outlining the case for the plaintiff Mr. Hayes said that the claim was one for \$230.13 balance due to plaintiff for meals supplied by request of defendant on board the *Kinsland*. The defendant was running an excursion trip on August 2, and applied to plaintiff to supply food and drink.

Letters and correspondence that had passed between the parties on the subject were put in evidence to prove the case.

Mr. Donahoe, partner in the firm, said that defendant came to the King Edward Hotel and asked witness if he was prepared to supply food and drink for an excursion. Witness agreed to do so at a rate of 82 per head. Defendant then continued for the supply of 287 meals.

On the 31st of August defendant paid \$287, leaving a balance of \$230.13 which amount had not yet been paid.

Defendant stated that he had stipulated that no one was to be given a meal unless they had a ticket, and complained that although a large number had been paid, only 101 tickets were issued and paid for, consequently he lost money on the transaction.

His Honour pointed out that the plaintiff could not be held responsible for that, and asked defendant to explain why he paid 82 instead of only \$202, being 101 meals at \$2 per head.

"You have made a bad speculation," said His Honour. "That is about it, I'm afraid I cannot do anything for you."

Judgment was then delivered for the plaintiff with costs.

ROAD MAKERS AT WORK.

Improving the Colony.

For some time past the Public Works Department and the Military Authorities have been busily engaged improving the colony by making new roads, and are still actively pushing forward other new roads, especially in Kowloon and the New Territory.

Roads round the hills of Hongkong several new roads have been completed, among which is the Jubilee road, which goes from Kennedytown round the end of the island, past Mount Davis, to Aberdeen.

This road is a very useful one connecting as it does Aberdeen with Kennedytown. Then the Harle Road, which runs from Victoria Gap to High West Saddle, has been completed.

Another road in the same locality that has received attention is the Upper Richmond Road, which has been extended to the battery below High West Saddle.

From Wanchai Gap, contouring the hill, first on the northern side and then on the eastern slope in Wong-ni-chong Gap is another road which has been added to the Colony. The last three mentioned roads were all made by the Military Authorities.

On the Kowloon side of the harbour a road is rapidly nearing completion which will prove of immense advantage to the residents of Hunghom and Yau-mai when constructed. It will form a direct means of communication between the places, and will extend from the Praya, Hunghom, through a portion of the lower end of the side range, traversing the King's Park, and thence to Yau-mai. The road runs parallel to Austin Road, but is some distance to the north, and is being constructed with a width of 100 feet.

It is intended to construct a road from Mongkol. Along the low lying ground near the coast line of Cheung Sha Wan Bay, the ultimate destination of which will be Chin Wan, although an extension may be made to the other important districts in the new territory.

CORRESPONDENCE.

CASE OF MRS. POWER.

To the Editor of the "China Mail."

R.G.A. Sergeant's Mess, Victoria Barracks, Hongkong, October 14.

Sir,—With reference to my letter which appeared in your issue of the 11th inst. I am pleased to be able to state for the information of the general public that all subscriptions received for the benefit of the wife and family of John Power, late Sergeant Major Hongkong Volunteer Corps will be administered solely by the Officer Commanding Royal Artillery, Hongkong.

Yours truly,

CHARLES HARVEY,
Coy. Qr.-Mr. Sergt.,
Royal Garrison Artillery.

A SACRILEGIOUS ACT.

To the Editor of the "China Mail."

HONGKONG, October 15.

Sir,—I wish to draw public attention, through your columns, to the lack of respect shown over the Roman Catholic Cemetery at Happy Valley. Some little time ago an artistic bronze wreath, weighing about 200 lbs., was dragged down from its position on the monument erected over the grave of my late husband. The thieves evidently found the wreath too heavy to carry away, or were disturbed, and it was left lying on the ground broken a little.

In this first attempt, as in the second and third, the thieves were satisfied with only a portion of what they knocked off. Two weeks ago, however, the fourth attempt was made, this time successfully and the heavy wreath was carried away. It must have been carried on bamboo poles by at least two men, and there would appear to be a most reprehensible lack of attention on the part of the authorities of the cemetery, since such sacrilegious robbery can be committed with impunity.—Yours, etc.

LUCIA V. MUSSO.

MR. IRELAND ON HONGKONG.

Mr. Alleyn Ireland, author of *Tropical Colonisation*, who visited Hongkong last year, making a stay of four months, writes in the *Times* about this Colony, the article being the third of his 'Studies of administrations in the tropics'.

The conclusion of the Chinese War of 1840-42, generally referred to as the 'Opium War'—a title as applicable to the circumstances of its origin as 'Tea War'—would be to those of the American War of Independence—found China under the necessity of signing for the first time in her history, a treaty of concession to foreigners; and the island of Hongkong, 40 square miles in extent, was ceded to England. We took it over, a barren rock, without roads, almost without buildings, without commerce, destitute of means of communication, its only asset a fine harbour, which had served as a convenient anchorage for practical junks. To-day Hongkong is the largest port in the world, shipping having increased from 187,000 tons entered in 1840 to 9,000,000 tons entered in 1901. The development of the Colony has kept pace with the growth of its shipping; and where within the memory of man a few staid and dignified English men, few and far between, were to be seen, a city of hotels, clubs, warehouses, clubs, telephones, electric light, cable cars, a daily Press, schools, and churches. The rise of Hongkong and its present condition, but more particularly its future destiny, suggest a number of questions of Imperial interest; but I am concerned as present writer with the history and condition of Hongkong as material for a study of colonial administration than with matters of commerce or of political philosophy.

When it has been said that the British officials in Hongkong do not steal public money; that justice is administered honestly; that life and property are as secure in the Colony as they are in London; that two or three of the Government Departments are well managed; the Harle Road, the Victoria Barracks, and the Medical Department conspicuously so; and that the Civil Service of the Colony contains a number of men who are possessed of high qualifications, and are useful public servants, or at least are not as in some other places in the British Empire, it is considered the worst of bad form to be interested in one's work, the most ardent admirer of British rule finds himself at a loss to discover much to praise in the administration of Hongkong which is not as good, well, with the truth that the Colony is prosperous, that there is scarcely any place in the world which shows such a record of progress during the past half-century; and that the Colony may be held up as a reply, full of almost any criticism of the Government or of its servants. But, as a matter of fact, the general prosperity of Hongkong, granted the protection of life and property and the honest administration of justice, has been the result of the activity of the Government, and as to be un-affected by the course of internal administration.

Before passing to a consideration of local affairs attention may be directed to a matter in which the responsibility of the Government of policy is absolutely essential.

The life of Hongkong is its shipping, its commercial importance depending entirely on the convenience of the port as a depot for the East. Owing to the steepness of the hills and the smallness of the land available for warehouses and for other buildings connected with the shipping was from the first most limited in extent and soon proved entirely inadequate for the growing needs of the port. After years of struggle the Government, in order to its development the Colony has from time to time undertaken reclamation work on an extended scale, and the sea-wall has been pushed gradually further and further into the harbour. The annual Government expenditure on this work already exceeds \$5,000,000; and the Praya Reclamation Scheme, having as its ultimate object the filling in of a very large area between Murray Pier and Causeway Bay, is regarded by everybody as absolutely essential to the future welfare of the Colony. Despite the earnest protests of successive Governors and of nearly every prominent man in Hongkong, the Colonial Office has permitted the Admiralty to construct in the large dock for the use of the Royal Navy. The result is that the town is cut in half in the middle of what was to have been its thoroughfare, and the settled ambition of the Colony to have a fine, continuous sea-wall from one end of the town to the other has been defeated. To the people of Hongkong the construction of this dock has the appearance of a deliberate and wanton injury to the interests of the Colony, for no place could have been chosen more completely cut off from the sea. The bottom is of mud and the most extravagant expenditure is necessary to make the dock water-tight; it is so situated that there is no room for expansion; all vessels entering or leaving it will have to be right in the middle of the harbour, and there is no room near the dock for the houses of the workmen. It would be interesting to know why the selection of this site should have been persisted in when, before a single pile had been driven, we had acquired a fine dock construction unsurpassed in any part of the world; the more so since the Colony would have gladly paid the Admiralty a price for its rights on the Hongkong sea front which would have covered the entire cost of constructing the dock in the New Territory, and would have made a large free grant of land for the purpose of a naval station there.

Hongkong is a Crown Colony—that is, a Colony where no important matter can be undertaken or expenditure incurred without the consent of the Colonial Office, and where no law can come into operation until the assent of the Crown has been obtained. The people are represented in the Legislative Council, but the majority of the votes, and no measure can be carried against the wishes of the Government. Such a form of government possesses great advantages for a Colony in which the population by a large majority is of one race, and in which the number of natives is so small that the officials should be capable administrators, men of broad view and of tolerant habit of mind; and in which the Chinese population there is special need of a permanent tenure of office for those charged with its fulfilment. In these respects Hongkong has been from the first most unfortunate. As early as 1859 the *Times* wrote:

"Hongkong is always connected with some disagreeable internal squabble. Every official's hand is there against his neighbour. The Governor has run away to seek health or quiet elsewhere. The news-

paper proprietors were, of late, all more or less in prison or going to prison or jostling out of prison, or producing by some one or another of the intimidated or intimidated officials. A dictator is needed, a sensible man, a man of tact and firmness. We cannot be always investigating a storm in the temple where each individual is too busy to notice his grievance."—*Times*, March 15, 1859.

The present unsatisfactory state of the Administration is due in a great measure to a heritage of disorder and lack of system. In passing the following criticism on the state of the colony I wish to disclaim any intention of making a personal attack upon any official; and no one who has spent four months, as I recently did, in the colony could fail to be impressed, as I was, with the fact that in the service there are a few men of the highest ability and usefulness, nor could he fail to notice that such men were few and not many. On my first arrival in the colony I found the Government work in the hands of the Director of the General Commanding the troops. This fact raises a question which I have often discussed with colonial Civil servants—namely, the advisability of allowing the Secretary of a colony to exercise the civil administration of a colony. On general principles it has always appeared to me—and in this opinion I have the support of almost every colonial official with whom I have discussed the matter—that the correct officer to administer the government in the absence of the Governor is the Colonial Secretary, and that, in cases when there are special reasons why the Colonial Secretary should not be allowed to exercise the civil administration, the correct officer to administer the government in the absence of the Governor is the Colonial Secretary, and that, in cases when there are special reasons why the Colonial Secretary should not be allowed to exercise the civil administration, the correct officer to administer the government in the absence of the Governor is the Colonial Secretary.

The training of a soldier almost always limits him for the duties of a civil administrator; and in Hongkong, where a number of vexed questions exist between the military and civil authorities, it seems ill-advised to combine the highest military authority and the highest civil authority in the person of one official. During the three months immediately following my arrival in the colony three different general officers occupied the post of Colonial Secretary, and the three different gentlemen acted as Registrar General. The reports of the Finance Committee for 1901 show that attendance included an Acting Attorney-General, and Acting Registrar-General, and an Acting Director of Public Works. The training of a soldier almost always limits him for the duties of a civil administrator; and in Hongkong, where a number of vexed questions exist between the military and civil authorities, it seems ill-advised to combine the highest military authority and the highest civil authority in the person of one official. During the three months immediately following my arrival in the colony three different general officers occupied the post of Colonial Secretary, and the three different gentlemen acted as Registrar General. The reports of the Finance Committee for 1901 show that attendance included an Acting Attorney-General, and Acting Registrar-General, and an Acting Director of Public Works. The training of a soldier almost always limits him for the duties of a civil administrator; and in Hongkong, where a number of vexed questions exist between the military and civil authorities, it seems ill-advised to combine the highest military authority and the highest civil authority in the person of one official. During the three months immediately following my arrival in the colony three different general officers occupied the post of Colonial Secretary, and the three different gentlemen acted as Registrar General. The reports of the Finance Committee for 1901 show that attendance included an Acting Attorney-General, and Acting Registrar-General, and an Acting Director of Public Works.

The following casualties are reported in the *Dial* column: At Harle Road, on Sept. 3, one Private, 23rd Bombay Infantry, slightly wounded. At Camp Awaibi, on Sept. 12, 1st Hampshire, 498th Private killed; 480 Lance Corporal Wain, 2620 Private Sessions, 5701 Private Watson, 4828 Private Richardson and 6124 Private Kennedy wounded, but not doing duty.

The first train from the Bengal Command for Somaliland, left Agva for Bombay on September 22. The complete train was one British officer and nine commissariat officers, 120 oxen, 500 ponies, and 339 of the native establishment. Major Boudier, 17th Bengal Lancers, and Captain Bayley, 10th Bengal Lancers, have been selected for service with the second and third trains to Somaliland. General Leighton reported on September 22, that Major Hodge, 1st North Staffordshire was seriously ill with pneumonia.

The deaths are reported of the Rev. C. L. Tong, Chaplain of the Submarine, and of G. F. Flanagan, L.M.S., Troon, and Lieut. F. P. Viegas, L.M.S., Port Sandeman.

Two circumstances have contributed very largely to the unsatisfactory condition of the clerical work of the Colonial Government, one the inadequate size of the Government offices, and the other the employment of a large number of junior clerks, Chinese and Portuguese, at salaries little better than those paid to day labourers. After visiting every colony of importance in the British Empire, except those situated in Africa, I can safely say that the Hongkong Post Office and Supreme Court are housed in the most wretched building ever dignified with the name of Government office, and that the Colonial Secretary's department, the Public Works, and the Registrar-General's office are little better off. The Governor, happily for himself, has one of the best Government houses to be found among the small colonies, and, in addition, a charming suburban residence at the Peak. It should be a source of satisfaction to the people of Hongkong that the Colonial Office has consented to the erection of a number of new Government offices. The matter of the clerical work of the Government is one which will have to be dealt with in a more satisfactory solution, and that is the increased employment of clerks. The service is a cruel service, a system which has been carried out in the Straits Settlements. It is an expensive system of employing efficient colonial civil servants, and after the expense has been incurred the result will not be satisfactory unless the heads of departments set a better standard of work than has prevailed hitherto in Hongkong. But with the infusion of new blood into the administration, and with an increase in the number of clerks, these faults in the Government which have led to serious attempts to secure a change in the constitution of the Colony should be removed by a process of internal reform.

I have had a good deal of stress on the inefficient work of the clerical departments of the Government and on defects in the machinery of administration for the reason that the experience of colonial officials proves that, whereas bad work may occasionally be done where the system is good, it is the rarest occurrence that good work is done where the general system is bad. Nothing has been said of specific instances of bad work in the various departments of the Government of Hongkong, because such criticism would have involved a direct reflection on the ability of individual officials. But two instances may be cited in which a grave responsibility has rested on successive Governors and on their advisers, and in which the interests of the colony have been sacrificed to official dilatoriness. In 1894 a serious outbreak of bubonic plague occurred in Hongkong, and from that time onward the colony has scarcely been free from it. Notwithstanding the serious nature of such a situation, it was not until 1901 that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, a public health and buildings ordinance was drafted and the Governor, advised by Mr. Alfred Chadwick, C.M.G., and of Dr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague. The other instance of which I refer is the water supply of the colony. About 20 years ago Mr. Osbert Chadwick, C.M.G., was called upon to make a report on the water-supply of Hongkong. He supplied the Government with a number of suggestions, which were only carried out in part. During the early part of 1901 the colony was threatened with an absolute loss of its water supply. So grave had the situation become in the colony in April that the water was only turned on for half an hour daily, and water had to be

brought over from Kowloon in boats. The trouble, induced by a water famine in a tropical country can scarcely be imagined by anyone who has not witnessed it, and it is one of the first duties of the Government to protect the people against such an occurrence. After an interval of 20 years, Mr. Chadwick had to be again called to the colony to report once more on the water-supply.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

LATE TELEGRAMS.

On Service in Somaliland.

News has reached the Pioneer from Somaliland, to the effect that the Indian Camel Corps has been rendering splendid service. Indian camels are reported to get through five times as much work as Somaliland camels. This is interesting as confirming General Egerton's recent report, which contained a contradiction of certain statements to the contrary effect from a newspaper correspondent.

Captain Kelly, 91st Company, Royal Garrison Artillery, proceeds to Somaliland immediately as Adjutant at the military base depot.

Captain Leicester, Cheshire Regiment, becomes Assistant Encommodation Officer with Captain Davies, ordered to Somaliland.

The Government has been asked to supply a Royal Engineer officer for Somaliland as one cannot be spared from India owing to shortage of establishment.

The following casualties are reported in the *Dial* column: At Harle Road, on Sept. 3, one Private, 23rd Bombay Infantry, slightly wounded. At Camp Awaibi, on Sept. 12, 1st Hampshire, 498th Private killed; 480 Lance Corporal Wain, 2620 Private Sessions, 5701 Private Watson, 4828 Private Richardson and 6124 Private Kennedy wounded, but not doing duty.

The first train from the Bengal Command for Somaliland, left Agva for Bombay on September 22. The complete train was one British officer and nine commissariat officers, 120 oxen, 500 ponies, and 339 of the native establishment. Major Boudier, 17th Bengal Lancers, and Captain Bayley, 10th Bengal Lancers, have been selected for service with the second and third trains to Somaliland. General Leighton reported on September 22, that Major Hodge, 1st North Staffordshire was seriously ill with pneumonia.

The deaths are reported of the Rev. C. L. Tong, Chaplain of the Submarine, and of G. F. Flanagan, L.M.S., Troon, and Lieut. F. P. Viegas, L.M.S., Port Sandeman.

Two circumstances have contributed very largely to the unsatisfactory condition of the clerical work of the Colonial Government, one the inadequate size of the Government offices, and the other the employment of a large number of junior clerks, Chinese and Portuguese, at salaries little better than those paid to day labourers. After visiting every colony of importance in the British Empire, except those situated in Africa, I can safely say that the Hongkong Post Office and Supreme Court are housed in the most wretched building ever dignified with the name of Government office, and that the Colonial Secretary's department, the Public Works, and the Registrar-General's office are little better off. The Governor, happily for himself, has one of the best Government houses to be found among the small colonies, and, in addition, a charming suburban residence at the Peak. It should be a source of satisfaction to the people of Hongkong that the Colonial Office has consented to the erection of a number of new Government offices. The matter of the clerical work of the Government is one which will have to be dealt with in a more satisfactory solution, and that is the increased employment of clerks. The service is a cruel service, a system which has been carried out in the Straits Settlements. It is an expensive system of employing efficient colonial civil servants, and after the expense has been incurred the result will not be satisfactory unless the heads of departments set a better standard of work than has prevailed hitherto in Hongkong. But with the infusion of new blood into the administration, and with an increase in the number of clerks, these faults in the Government which have led to serious attempts to secure a change in the constitution of the Colony should be removed by a process of internal reform.

I have had a good deal of stress on the inefficient work of the clerical departments of the Government and on defects in the machinery of administration for the reason that the experience of colonial officials proves that, whereas bad work may occasionally be done where the system is good, it is the rarest occurrence that good work is done where the general system is bad. Nothing has been said of specific instances of bad work in the various departments of the Government of Hongkong, because such criticism would have involved a direct reflection on the ability of individual officials. But two instances may be cited in which a grave responsibility has rested on successive Governors and on their advisers, and in which the interests of the colony have been sacrificed to official dilatoriness. In 1894 a serious outbreak of bubonic plague occurred in Hongkong, and from that time onward the colony has scarcely been free from it. Notwithstanding the serious nature of such a situation, it was not until 1901 that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, a public health and buildings ordinance was drafted and the Governor, advised by Mr. Alfred Chadwick, C.M.G., and of Dr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague. The other instance of which I refer is the water supply of the colony. About 20 years ago Mr. Osbert Chadwick, C.M.G., was called upon to make a report on the water-supply of Hongkong. He supplied the Government with a number of suggestions, which were only carried out in part. During the early part of 1901 the colony was threatened with an absolute loss of its water supply. So grave had the situation become in the colony in April that the water was only turned on for half an hour daily, and water had to be

brought over from Kowloon in boats. The trouble, induced by a water famine in a tropical country can scarcely be imagined by anyone who has not witnessed it, and it is one of the first duties of the Government to protect the people against such an occurrence. After an interval of 20 years, Mr. Chadwick had to be again called to the colony to report once more on the water-supply.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

The general condition of the administration of Hongkong suggests a step, the advisability of which cannot be failed to impress itself on the minds of all those who are familiar with Crown Colony government, the appointment, as servants of the Colonial Office, of two or three Inspectors of Colonies. The duties of such officials would be to visit in rotation all the Crown Colonies and those of similar type, like British Guiana and Jamaica, and to investigate the work of the local officials. The Colonial Office at present exercises a certain supervision over the officials in Crown Colonies, but it labours under the great disadvantage that its investigations are conducted away from the spot and by men who, however great may be their ability, have no knowledge from personal observation of local conditions. The men most suitable for the work of colonial inspectors would be those who had shown marked ability as colonial secretaries in the Crown Colonies and in other parts of our tropical empire.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, GENEVA, LIVERPOOL, GLOUCESTER, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Brigand*, Capt. SCHULKE, 20th October, 1903. Freight.S.S. *Saxonia*, Capt. BRENNING, 3rd November, 1903. Freight.S.S. *Munich*, Capt. BERAN, 17th November, 1903. Freight.S.S. *Saxonia*, Capt. BORCH, 1st December, 1903. Freight.

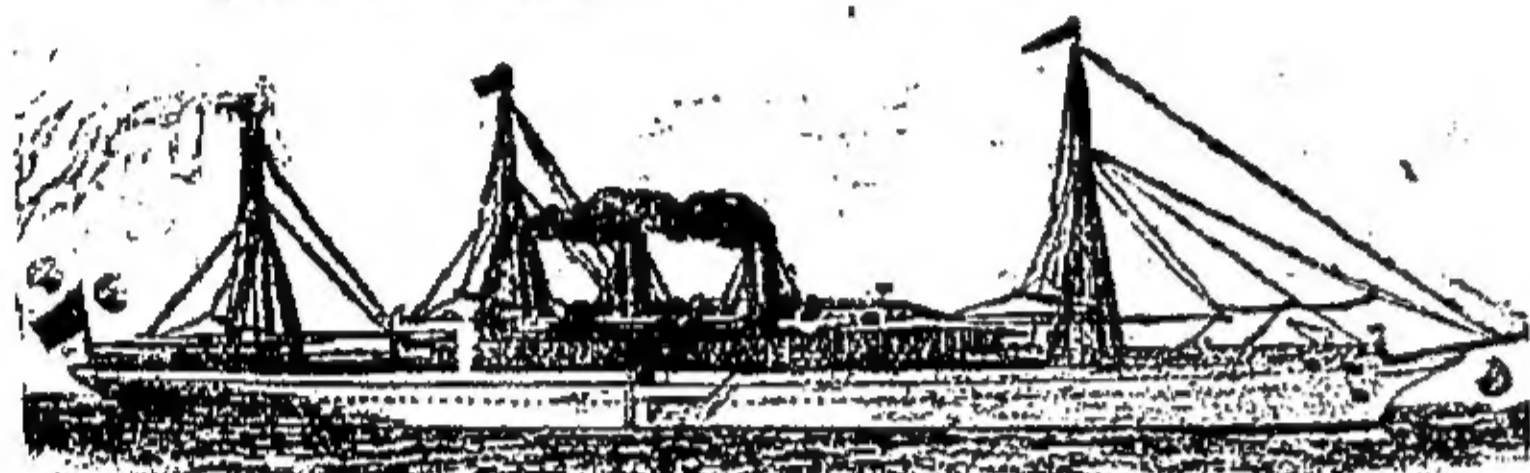
For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

1369

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots,
Saving 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Oct. 21, 1903.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Nov. 4.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Dec. 16.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jan. 13, 1904.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jan. 27.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Feb. 10.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Feb. 24.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Mar. 9.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Mar. 30.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, April 13.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, April 27.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, May 10.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, May 24.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jun. 6.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Jun. 20.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jul. 4.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jul. 18.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Aug. 1.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Aug. 15.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Aug. 29.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Sep. 12.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Sep. 26.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Oct. 10.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Oct. 24.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Nov. 7.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Nov. 21.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Dec. 5.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Dec. 19.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Dec. 31.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Jan. 14, 1904.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jan. 28.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Feb. 11.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Feb. 25.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Mar. 10.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Mar. 24.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Apr. 7.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Apr. 21.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, May 5.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, May 19.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jun. 2.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jun. 16.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Jun. 30.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jul. 14.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jul. 28.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Aug. 11.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Aug. 25.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Sep. 8.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Sep. 22.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Oct. 6.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Oct. 20.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Oct. 31.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Nov. 14.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Nov. 28.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Dec. 12.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Dec. 26.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Dec. 31.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Jan. 14, 1904.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jan. 28.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Feb. 11.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Feb. 25.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Mar. 10.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Mar. 24.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Apr. 7.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Apr. 21.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, May 5.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, May 19.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jun. 2.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jun. 16.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Jun. 30.R.M.S. *IMPRESS OF CHINA* 6000 Tons, WEDNESDAY, Jul. 14.R.M.S. *IMPRESS OF INDIA* 6000 Tons, WEDNESDAY, Jul. 28.R.M.S. *IMPRESS OF JAPAN* 6000 Tons, WEDNESDAY, Aug. 11.

Shipping.

OCEAN STEAM SHIP COMPANY LIMITED

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PRINCE	17th October.
GLASGOW AND LIVERPOOL	POLYMER	18th October.
GLASGOW AND LIVERPOOL	ANTHONY	24th October.
GLASGOW AND LIVERPOOL	DANIEL	31st October.
GLASGOW AND LIVERPOOL	ULSTER	7th November.
GLASGOW AND LIVERPOOL	PROBATION	14th November.
GLASGOW AND LIVERPOOL	PELLE	21st November.
GLASGOW AND LIVERPOOL	PELLE	28th November.

HOMEWARDS.
LONDON BERTH.

FOR	STEAMERS	DATE
MARSEILLES, LONDON & ANTWERP	PRINCE	27th October.
LONDON & ANTWERP	TANTALUS	10th November.
MARSEILLES & LIVERPOOL	POLYMER	15th November.
LONDON & ANTWERP	POLYMER	21st November.
MARSEILLES, LONDON & ANTWERP	ANTHONY	28th November.
* LIVERPOOL	ACHILLE	15th December.
MARSEILLES, LONDON & ANTWERP	PROBATION	22nd December.
MARSEILLES, LONDON & ANTWERP	DANIEL	5th January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and OAKLAND	PRINCE	2nd November.
ALL PACIFIC COAST PORTS, VIA PELLE	PELLE	2nd December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 15, 1903. 1831

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	DATE
SWATOW AND SHANGHAI	HONGKONG	10th October.
SHANGHAI	KALAN	17th October.
AMOI, SAMARANG & SOERABAYA	SHANGHAI	17th October.
MANILA	SUNGLANG	21st October.
WEI-HAI-WEI, CHEFOO & TIENTSIN	NANGLANG	24th October.
MANILA	TAIYUAN	26th October.

PT. DARWIN, THURSDAY ISLAND, COOKTOWN, OAKS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, October 14, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	DATE
ROON	WEDNESDAY, 18th Oct.
PREUSSEN	WEDNESDAY, 11th Nov.
HAMBURG	WEDNESDAY, 23rd Nov.
PRINZ HEINRICH	WEDNESDAY, 9th Dec.
KONIG ALBERT	WEDNESDAY, 23rd Dec.

KIAUTSOUH * WEDNESDAY, 6th Jan.

SACHSEN * WEDNESDAY, 20th Jan.

BAYERN * WEDNESDAY, 3rd Feb.

GERA * WEDNESDAY, 17th Feb.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 26th day of October, 1903, at Noon, the Steamship

ROON, of the Norddeutscher Lloyd, Captain MEINER, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 16th October. Cargo

and Specie will be received on Board until 5 p.m., on Tuesday, the 27th October,

and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 27th

October.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

Norddeutscher Lloyd.

Melchers & Co., Agents.

1947

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWNEAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

* Have no second class accommodation. * Cargo only.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 2600 tons, Capt. W. M. Smith, About 24th October.

S.S. TREMONT 2600 tons, Capt. T. W. Garlick, About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited, General Agents,

QUEEN'S BUILDINGS.

Hongkong, October 15, 1903. 1724

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named—

FOR SINGAPORE, COLOMBO, AND BOMBAY * About 16th October. Freight only.

LONDON & ANTWERP, Via Borneo, G.W. GORNO, E.S.R. Noon, 18th October. Freight and Passage.

SINGAPORE, COLOMBO, AND BOMBAY * About 23rd October. Freight and Passage.

LONDON, &c. * About 24th October. See Special Advertisement.

* Calling at PENANG if sufficient inducement offers.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 14, 1903. 28

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	R. W. Almond	Manila Direct	Oct. 17, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 24, at 10 a.m.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Hongkong, October 13, 1903. 2245

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI, Via SWATOW, AND AMOI	DAIJIN MARU	SATURDAY, 17th October.
FOOCHOW, Via SWATOW AND AMOI	ANPING MARU	SUNDAY, 18th October.
AMOI DIRECT	MAIDZU MARU	SUNDAY, 18th October.
TAMSAI, Via SWATOW AND AMOI	DAIJI MARU	FRIDAY, 23rd October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, October 15, 1903. 237

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
-----------	------	-------------------------	----------------	----------------

